

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Czechoslovakia	REPORT NO.	[REDACTED] 25X1A
SUBJECT	Stalingrad Iron Works, Liskovec	DATE DISTR.	14 May 1953
	25X1A	NO. OF PAGES	7
DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	[REDACTED] 25X1A
PLACE ACQUIRED	[REDACTED]	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1X

SOURCE:

[REDACTED]

1. The rolling mill formerly called Karlova Hut was renamed the Stalingrad Iron Works in 1949. It is located in the small town of Liskovec near Frydek //4941N-1821E/ [See Annex A]. It was the largest producer of fine and medium sheet metal in Czechoslovakia. The rolling mill had two main buildings, the "old rolling mill" and the "new rolling mill".

25X1X [REDACTED] both produced various sizes of finished 25X1X fine and medium sheet metal. The entire process in the new building was mechanized. One rolling machine which was installed in 1948 was of American manufacture. The "old rolling mill" building was approximately 20 m. high; its walls were sheet metal about 1.5 cm. thick, with iron framework. The roof was all glass, with iron girders for support. The floors were of sheet iron. The "new rolling mill" building was 30 to 35 m. high; the walls, framework, roof, girders, and floors were the same as for the other building. Floors were of sheet iron. There were no windows in either of the two buildings. The length of the new building was about 100 m.; it was approximately 60 m. wide. In the Stalingrad Iron Works there were some 4,000 employees, including about 200 women who did some of the lighter tasks.

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2. The raw iron and steel, some 20 m. long, 14 in. wide, $1/4 - 1/8$ in. thick, arrived from Trinec ~~4941N-1839E~~ by rail and was stacked outside ~~Annex. B, Point #1~~. In the old building, cutters ~~Annex. B, Points #1a~~ cut the pieces of metal into the desired lengths for rolling purposes. The metal was then taken inside and stacked ~~Annex. B, Point #2~~. The pieces were then placed in furnaces ~~Annex. B, Points #3a~~; after the metal reached the desired temperature, it was pulled out by a pair of hooks and transported to the rolling machine by means of an overhead roller-pulley ~~Annex. B, Point #4~~. There were 12 rolling machines ~~Annex. B, Point 5~~ in the "old rolling mill". They were divided into groups of three, each group consisted of a ten-man operating team, and was capable of completing the rolling process. These teams were designated Group I, II, III, and IV. Huge wheels, powered by electric motors, drove six machines each by means of a common axle ~~Annex. B, Point 5~~. The metal was fed first into the four machines on either side of the two power wheels and rolled until it began to cool. The metal was then placed in the reheating furnaces, ~~Annex. B, Points #3b~~, and heated once again to a high temperature. About 60 pieces of metal could be accommodated in the reheating furnaces at one time. The metal was then inserted in the other two rolling machines where the rolling process was completed. Trimmers ~~Annex. B, Point #6~~ trimmed the uneven edges of the sheets of metal. The trimmed sheet metal would then either be considered finished and moved out as "dark" metal, graded either Ia or II depending on the quality, or transported to the next room where the sheets of metal were simply lowered into narrow crevices in the floor filled with molten zinc ~~Annex. B, Points #7~~, where they remained for a few seconds before being lifted out by means of overhead hooks, and allowed to dry in the same room. From the drying area, the zinc-plated sheets of metal were sorted and weighed, and the finished product was stacked neatly ~~Annex. B, Point #8~~, checked out by the checker-dispatcher, ~~Annex. B, Point #9~~, and shipped by rail. Exactly the same system and process was used in operating those rolling machines under Groups II, III, and IV.
3. There was another rolling machine ~~Annex. B, Point #10~~, used to roll larger blocks of iron and steel, 30 cm. square, or 30 cm. x 45 cm. The raw metal was heated in a large furnace ~~Annex. B, Point #11~~, and transported to the rolling machine ~~Annex. B, Point #12~~ by means of a coaster-pulley. This huge rolling machine was completely automatic; it required only two men to oversee its operation. Long rows of rollers extended on either end of the roller-presses shoved the block of hot metal between the roller-presses. After the metal passed between the roller-presses, the rollers were reversed and the metal again passed between the rollers of the machine. This was repeated until the metal reached the desired thickness. This machine produced metal of a thickness not more than 0.5 to 1 cm. The metal was then trimmed by the trimmer and stacked ~~Annex. B, Point #13~~, ready for shipment by rail.
4. Sheet iron and steel were rolled in both the old rolling mill and the new. The finished product was usually about 1 1/2 m. wide and varied in length from 1 to 20 m., depending on requirements or the particular order. The sheet metal was generally graded according to thickness; fine (jemne), about 1.25 mm. thick; medium (stredni), about 2-3 mm. thick; thick (hruby), about 0.5 cm. thick. Some of it was delivered in "dark" form, and some was plated either with zinc or nickel. The "dark" metal was classed either Ia or II, depending on quality. Most of the orders came from the USSR, and most of these were for fine sheet metal; some of the zinc and nickel-plated sheet metal went to Switzerland and other customers in the West.

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5. I am quite sure that all the rolling machines in the old part of the plant were of Czech manufacture. It was posted on the bulletin board that each roller cost 70,000 crowns. Since there were two for each rolling machine, the total cost for replacing the rollers was 140,000 crowns per machine. It was the policy to replace the rollers once a week with new ones because of wear. Often some of the rollers had to be replaced more often because they cracked if the machine was not operated properly. The rolling machine operator had 400 crowns of his salary deducted if he was responsible for a roller cracking before it was due to be replaced. Radical differences in the temperatures of the heated metal and the roller would cause the roller to crack, i.e., if the metal was white hot and the roller was not heated to the proper temperature, it would crack. On the other hand, if the roller were fairly hot and a colder piece of metal was inserted, the roller would crack. In order to bring the rollers up to a fairly high temperature, they were heated by a gas flame underneath the roller. Proper operating temperature of the rollers was considered as 300° C.
6. The rolling machine operators earned more than other workers in the plant because as a rule they had more experience; they were paid from 8,000 to 10,000 crowns per month, depending on whether the mill fulfilled its quota. The "inserter" (stavec) earned around 6,000 crowns per month. For the rest of the workers, the average was 4,000 to 5,000 crowns per month. From these amounts deductions were made; if the workers wanted to earn more, they had to work overtime or produce more during their normal shift.
7. There were four 6-hour shifts working in the old rolling mill. The work shift was short because six hours was the longest that anyone could stand the heat inside the building. The temperature inside the building was around 60-70° C, and even higher in the summer; there was little ventilation, and the ceiling was low. Absenteeism was greatest during the hot summer months. The working shifts were as follows: 0600-1200; 1200-1800; 1800-2400; and from 2400-0600. Shifts in the "new rolling mill" were 8 hours, from 0600-1400 hours; 1400-2200, and 2200 to 0600. There was more light in the new building, the ceiling was about 40 m. high, and it was easier to work longer hours there.
- 8.

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With eight 25X1X rolling machines, about 288,000 kg. of sheet metal was rolled during one six-hour shift. With four shifts the daily production in the old rolling mill was some 1,152,000 kg. of rolled metal. There were approximately 18 rolling machines in the new building, all except one were of Czech manufacture. They differed from the machines in the old building because they had hydraulic lifts for returning the sheet metal to the operator, which eliminated the necessity for another worker. The rolling machine of US manufacture was completely automatic and needed only one or two overseers. I do not know any production figures for the machines in the new mill, or for the American machine there, but I would think that the output there was greater than in the old building because of more mechanization and better working conditions. There was a rumor that the plant was to get another large rolling machine from the US, but there was trouble because of embargoes. 25X1A

25X1A Comment: This is probably the rolling mill that the Czech government had in storage in a New York warehouse, and which the 25X1X US Government finally refused to export to Czechoslovakia. The anticipation of receiving the new machine may have been the reason for the new construction [See Annex. A, Point #17] that

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25X1X in the area [REDACTED]

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9. Jan BILEK was chairman of the plant council until he became Minister of Heavy Engineering in May or June of 1952.

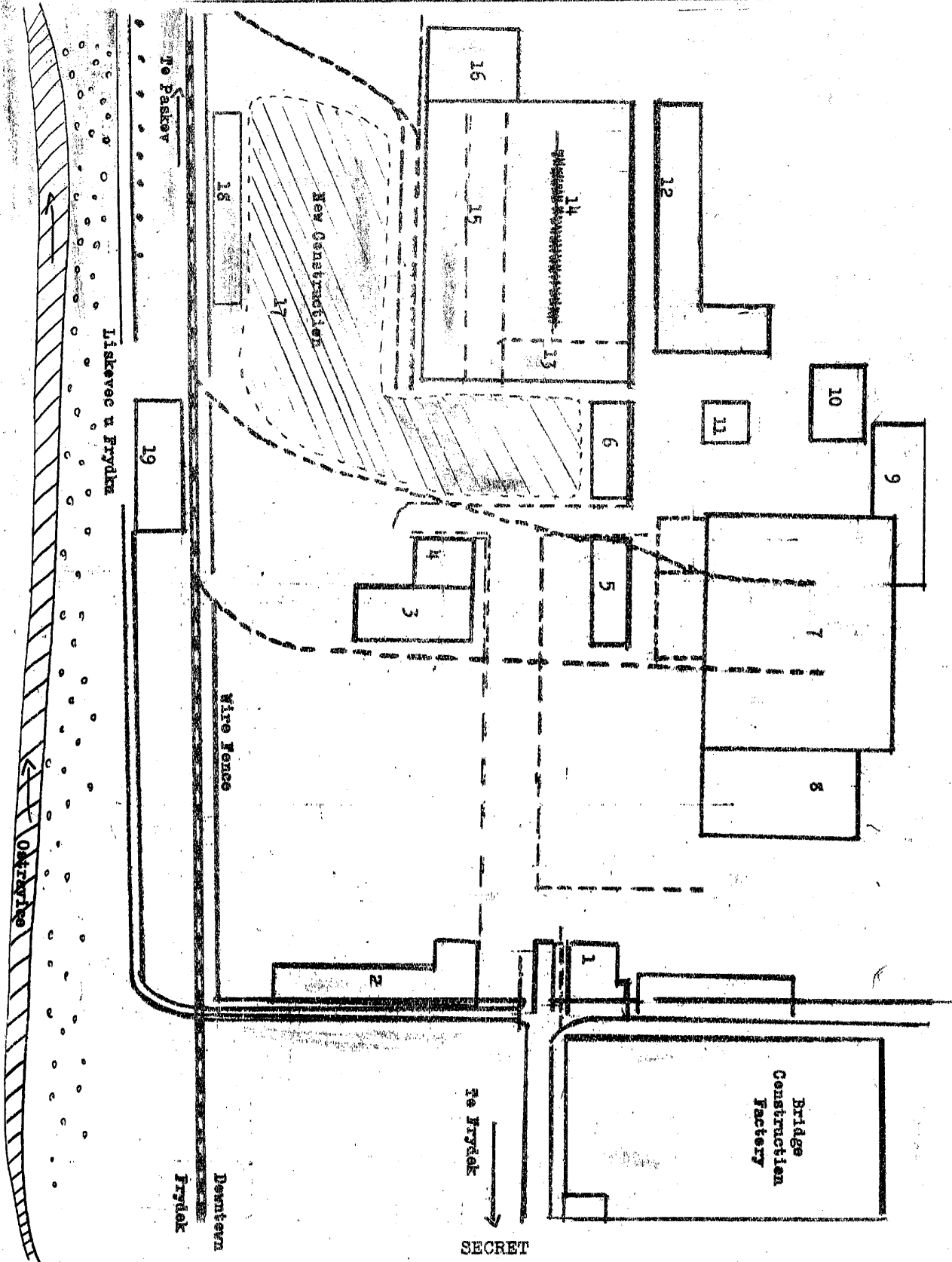
Annexes:

- A. Stalingrad Iron Works
- B. "Old Rolling Mill" - "Stalingrad" Liskovec u Frydku

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Annex A

Stalingrad Iron Works



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ENCL Annex A (CONT'D)

LEGEND

1. Gatekeeper and time clocks
2. Shed for employees' bicycles and motorcycles
3. Dining hall
4. Canteen
5. Central administration offices
6. Plant council offices
7. "Old rolling mill"
8. Zinc-plating shop
9. Central heating plant
10. Water pump station
11. Clock tower
12. Locksmiths, plumbers, welders, general repair and maintenance crews
13. American rolling machine
14. "New rolling mill"
15. Trimming, sorting, and shipping department
16. Nickel-plating shop
17. New construction
18. Final dispatch office
19. Railroad Station, Liskovec u Frydku

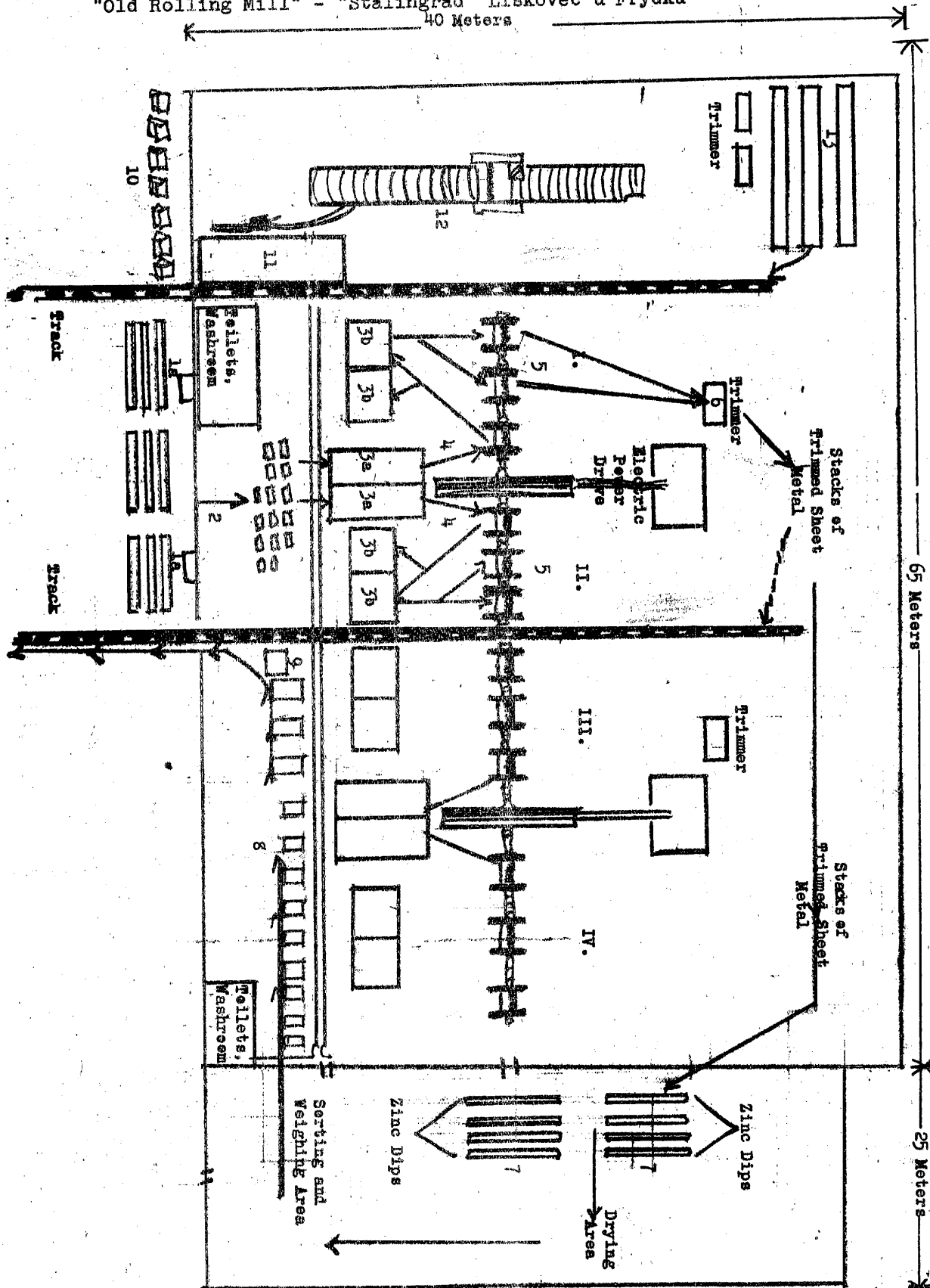
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Annex B

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"Old Rolling Mill" - "Stalingrad" Liskovec u Frydku



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